

BUSINESS CARDS.
BROWN, GODDARD & BARLOW,
122 Thames St., Newport, R. I.
Manufacturers and dealers in
FURNACES,
PARLOR,
OFFICE, SHIP
AND COOKING STOVES.
RANGES, BRITANIA, JAPAN, PLAIN TIN,
AND WOODEN WARE.
Enamelled and Tinned Ware, Ice Cream Freezers,
etc. Job Work at short notice. Tin Roofing done
in the best manner.
J. B. BROWN S. GODDARD F. A. BARLOW.

Stafford Bryer,
DEALER IN FURNITURE.
Also Manufacturer and Furnisher of
CASES AND COFFINS,
with the necessary appendages.
All orders promptly attended to, at 89 Thames st.
Residence No. 3 Mount Vernon st.

O. T. DUBS,
HARNESS AND TRUNK MAKER AND
CARRIAGE TRIMMER.
No. 16 corner of Park Place and Touro street
in the best manner.
Manufacturer and Dealer in all kinds of Light and
Heavy Harness, Saddles, Bridles, Trunks, Valises,
etc., etc.

Fred. Mann,
Older, Picture and Looking Glass Manufacturer
810 Thames Street, Newport, R. I.
Wholesale and retail dealer in black Walnut and
Gilt Frames of all kinds also Paintings, Engravings
and Stereoscopic Views.
Old frames re-gilt, Pictures cleaned and varnished.

Hammett's Lumber Yard,
Newport, R. I. Established 1815.
ALBERT HAMMETT, dealer in Lumber, Lime
Brick and Cement, Builders Hardware, etc. Di-
rection Lumber furnished to order at reasonable rates.
Planed and seasoned lumber constantly on hand.
Orders promptly attended to.
No. 231 Thames Street.

Henry Bull, Jr.,
BROKER.
Keeps on hand, and buys and sells all issues of
United States Securities,
or sells and procures the same, and all other securities
on commission. Highest market price paid for Gold
and Coupons, etc.
159 THAMES ST.

Potter & Wilkes,
DEALERS IN
COAL, WOOD AND KINDLINGS.
In all their varieties, sold in large or small quantities
to suit purchasers, at Swift Street's Wharf,
foot of Mary street.

John Flynn, Jr.,
BELL HANGER AND LOCKSMITH,
No. 7 JOHN STREET, NEWPORT, R. I.

Sherman & Crosby,
Corner of Touro and Linn streets, Newport, R. I.
DEALERS IN
GROCERIES, MEATS, POULTRY,
AND VEGETABLES OF EVERY KIND.
ARTHUR W. SHERMAN, JOHN N. CROSBY

Albert Sherman,
DRY GOODS & MILLINERY,
No. 229 Thames Street, Newport, R. I.

William B. Swan,
DRAPER & TAILOR,
Has constantly on hand a complete assortment of
SEASONABLE GOODS.

T. Mumford Seabury,
DEALER IN
Boots and Shoes of all kinds,
140 THAMES STREET, NEWPORT.
Boots and shoes made and repaired.

William Brownell,
Tin, Copper and Sheet Iron Ware
MANUFACTURER,
AND KITCHEN FURNISHER,
195 Thames Street, Newport, R. I.

JOHN C. STODDARD,
No. 9 Long Wharf,
House & Sign Painter
AND GLAZIER.
Paints, Oils, Glass, Putty, Varnish and
Brushes.
Constantly on hand, together with all articles usual
kept in a paint shop. Jan 25

Bloom & Black,
144 THAMES STREET,
MEATS, POULTRY & VEGETABLES.
Game of all kinds in its season.
Orders filled in all parts of the city, and families
regularly supplied. Jan 8

PLUMBING.
ESTABLISHED 1840.
MADAM & OPRNSHAW,
(Successors to N. M. CHAFFEE & Co.)
PRACTICAL
PLUMBERS,
No. 159
Thames Street,
NEWPORT, R. I.

Joseph M. Lyon,
PLUMBER, BRASS FOUNDRY & COPPERMITH,
No. 150 Thames Street, Newport, R. I.
HAS constantly on hand a large variety of Force and
Lift Pumps, which he warrants.
Also, Water Closets, Wash Basins, Faucets, and
every description of Plumbing materials, as cheap as
can be bought elsewhere.
2nd Hand and Sheet Lead on hand, also all kinds of
Sewer and Computation Castings, made to order.
Sole Agent of all kinds on hand and made to order
at short notice.
Orders attended to with dispatch, and work warranted.

John G. Weaver, Jr.,
6 Mill Street,
Has constantly on hand a large supply of Plumbing
material, consisting of Iron and Brass, Force and Jack
Pumps, Wash Basins, Water Closets, Wash Basins, etc.,
also Locking and Bell Hanging.
N. B.—Particular attention given to job in the
country, and all work warranted.
JOHN G. WEAVER, JR.
6 Mill Street.

Photons for Sale.
THE SUBSCRIBER offers for sale all kinds of
Photons, and other Carriages, at his man-
sion.
WM. R. THOMAS,
Long Wharf

TRAVEL.
OLD COLONY AND NEWPORT RAILWAY.
On and after Monday, June 6th, 1870, trains will run as
follows:
TRAINS LEAVE NEWPORT.
For Boston—7:40 a.m., 10:30 a.m., and 3 p.m.
For Providence—7:40 a.m., 10:30 a.m., and 3 p.m.
For Fall River—7:40 a.m., 10:30 a.m., and 3 p.m.
For Taunton—7:40 a.m., 10:30 a.m., and 3 p.m.
For Worcester—7:40 a.m., 10:30 a.m., and 3 p.m.
For Lowell—7:40 a.m., 10:30 a.m., and 3 p.m.
For Haverhill—7:40 a.m., 10:30 a.m., and 3 p.m.
For Concord—7:40 a.m., 10:30 a.m., and 3 p.m.
For Nashua—7:40 a.m., 10:30 a.m., and 3 p.m.
For Manchester—7:40 a.m., 10:30 a.m., and 3 p.m.
For Amherst—7:40 a.m., 10:30 a.m., and 3 p.m.
For Springfield—7:40 a.m., 10:30 a.m., and 3 p.m.
For Hartford—7:40 a.m., 10:30 a.m., and 3 p.m.
For New Haven—7:40 a.m., 10:30 a.m., and 3 p.m.
For New York—7:40 a.m., 10:30 a.m., and 3 p.m.
TRAINS TO NEWPORT.
From Boston—7:40 a.m., 10:30 a.m., and 3 p.m.
From Providence—7:40 a.m., 10:30 a.m., and 3 p.m.
From Fall River—7:40 a.m., 10:30 a.m., and 3 p.m.
From Taunton—7:40 a.m., 10:30 a.m., and 3 p.m.
From Worcester—7:40 a.m., 10:30 a.m., and 3 p.m.
From Lowell—7:40 a.m., 10:30 a.m., and 3 p.m.
From Haverhill—7:40 a.m., 10:30 a.m., and 3 p.m.
From Concord—7:40 a.m., 10:30 a.m., and 3 p.m.
From Nashua—7:40 a.m., 10:30 a.m., and 3 p.m.
From Manchester—7:40 a.m., 10:30 a.m., and 3 p.m.
From Amherst—7:40 a.m., 10:30 a.m., and 3 p.m.
From Springfield—7:40 a.m., 10:30 a.m., and 3 p.m.
From Hartford—7:40 a.m., 10:30 a.m., and 3 p.m.
From New Haven—7:40 a.m., 10:30 a.m., and 3 p.m.
From New York—7:40 a.m., 10:30 a.m., and 3 p.m.

Providence, Warren & Bristol
RAILROAD.
On and after Monday, May 24th, 1870, trains will run
as follows:
Leave Providence for Bristol at 7:15 and 9:45 a.m.,
1:00 p.m., 4:30 p.m., and 6:30 p.m.
Leave Bristol for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Warren at 7:15 a.m., and 1:00 p.m.
Leave Warren for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Fall River at 7:15 a.m., and 1:00 p.m.
Leave Fall River for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Taunton at 7:15 a.m., and 1:00 p.m.
Leave Taunton for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Worcester at 7:15 a.m., and 1:00 p.m.
Leave Worcester for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Lowell at 7:15 a.m., and 1:00 p.m.
Leave Lowell for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Haverhill at 7:15 a.m., and 1:00 p.m.
Leave Haverhill for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Concord at 7:15 a.m., and 1:00 p.m.
Leave Concord for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Nashua at 7:15 a.m., and 1:00 p.m.
Leave Nashua for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Manchester at 7:15 a.m., and 1:00 p.m.
Leave Manchester for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Amherst at 7:15 a.m., and 1:00 p.m.
Leave Amherst for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Springfield at 7:15 a.m., and 1:00 p.m.
Leave Springfield for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Hartford at 7:15 a.m., and 1:00 p.m.
Leave Hartford for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for New Haven at 7:15 a.m., and 1:00 p.m.
Leave New Haven for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for New York at 7:15 a.m., and 1:00 p.m.
Leave New York for Providence at 7:15 a.m., and 1:00 p.m.

Narragansett Steamship Co.
FALL RIVER LINE.
THE World-Renowned STEAMERS
PROVIDENCE, Capt. B. M. Simmons, and BRIS-
TOL, Capt. A. G. Simmons, will leave Newport on
alternate days, (Sundays included), at 9 o'clock p.m.,
or on arrival of Train which leaves Boston at 7
o'clock p.m., (Sundays excepted).
Leave Providence for Newport at 7:15 a.m., and 1:00 p.m.
Leave Newport for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Fall River at 7:15 a.m., and 1:00 p.m.
Leave Fall River for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Taunton at 7:15 a.m., and 1:00 p.m.
Leave Taunton for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Worcester at 7:15 a.m., and 1:00 p.m.
Leave Worcester for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Lowell at 7:15 a.m., and 1:00 p.m.
Leave Lowell for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Haverhill at 7:15 a.m., and 1:00 p.m.
Leave Haverhill for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Concord at 7:15 a.m., and 1:00 p.m.
Leave Concord for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Nashua at 7:15 a.m., and 1:00 p.m.
Leave Nashua for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Manchester at 7:15 a.m., and 1:00 p.m.
Leave Manchester for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Amherst at 7:15 a.m., and 1:00 p.m.
Leave Amherst for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Springfield at 7:15 a.m., and 1:00 p.m.
Leave Springfield for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for Hartford at 7:15 a.m., and 1:00 p.m.
Leave Hartford for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for New Haven at 7:15 a.m., and 1:00 p.m.
Leave New Haven for Providence at 7:15 a.m., and 1:00 p.m.
Leave Providence for New York at 7:15 a.m., and 1:00 p.m.
Leave New York for Providence at 7:15 a.m., and 1:00 p.m.

New Line to New York
VIA WICKFORD, STONINGTON, SHORE
LINE AND NEW HAVEN RAIL-ROAD
Stonington.
ON and after June 1st, 1870, the steamer
EDOLIS, Capt. F. C. Keene, will leave New-
port, (Sundays excepted), at 10 o'clock a.m.,
daily, (Sundays excepted), at 10 o'clock a.m.,
for Stonington, where it will connect with the
train for New London, New Haven and New York,
also with train due at Providence at 9:10 and Boston
at 10:30 a.m.
At 10:30 a.m., connecting with Shore Line Ex-
press train due at New York at 3:30 p.m., also with
train due at Providence at 4:04 and Boston at 6:10
p.m.
At 5:30 p.m., connecting with Stonington Line
of steamer to New York, and Express train due at
Providence at 7:33 and Boston at 9:05 p.m.
Returning, leave East Greenwich for Newport at
8:45 a.m., connecting with train from Stonington
steamer from New York and train leaving Providence
at 7:30 a.m., arriving at Newport at 10:00 a.m.
At 10:30 p.m., connecting with New London and
New York, New Haven and New London, also with
train due at Providence at 9:10 and Boston at 10:30
p.m.
At 7:10 p.m., connecting with Shore Line Ex-
press train leaving New York at 11:15 noon, and special train
leaving Providence at 6:15 p.m., arrive at Newport
at 8:30 p.m.
Tickets sold and baggage checked to all prin-
cipal points.
FARE.
Newport to East Greenwich, 50 cents.
" " " and return same day, 75 cents.
" " Providence, 75 cents.
" " New York via Stonington
" (cash), \$4.00
all rail from Greenwich, 5.00
N. B.—Passengers by this route to New York, will
avoid the passage around Point Judith, and arrive in
eight hours time from Newport.
This arrangement will continue until the comple-
tion of the Wickford Railroad, after which con-
nections will be made at Wickford, due notice of which
will be given.
A. R. MANCHESTER,
Gen'l Agt. Newport & Wickford R. R. & S. B. Co.
June 18 [Office on board boat.]

American Steamboat Co.
DAILY EXCURSIONS.
NEWPORT, ROCKY POINT AND
PROVIDENCE!
1870. Summer Arrangement. 1870
ON AND AFTER FRIDAY, JULY 1st,
The American Steamboat Company's
steamers "CITY OF NEWPORT,"
Capt. George H. Kelley, and "BAY QUEEN,"
Capt. Samuel Allen, will run daily until further notice,
(Sundays excepted) as follows, viz:
Leave Newport for Rocky Point and Providence.
7:00 The City of Newport at 7 a.m.
11:00 The Bay Queen at 11:30 a.m.
The City of Newport at 1:30 p.m.
The Bay Queen at 4:30 p.m.
Leave Providence for Rocky Point and Newport.
7:00 The City of Newport at 7 a.m.
11:00 The Bay Queen at 11:30 a.m.
The City of Newport at 1:30 p.m.
The Bay Queen at 4:30 p.m.
Excursion Tickets.
Newport to Rocky Point and back same day, 40
cents.
Newport to Providence and back same day 75
cents.
Rocky Point to Providence and back same day 40
cents.
Excursion tickets for children to Providence and
back 50 cents.

REGULAR FARES.
Newport to Providence, 50 cents.
Children under 10 years of age, 25 cents.
Newport to Rocky Point 25 cents. No half price.
Rocky Point to Providence, 25 cents.
Excursion tickets sold on the afternoon boats (Sat-
urdays) will be good to return the following Monday.
N. B.—Babcock School, Seabury, Military Co-
gnitions, etc., desiring to make Excursions by applying
to F. MAURAN,
at office on wharf in Providence.

Spring Clothing.
NEW STOCK of Ready Made Clothing,
consisting of Fines Black, Blue and Black Tric-
kies, Cassimere, Scotch and Silk Mixed Suits; also
a nice variety of Fancy and Plain Pants and Vests to
match, this day received and now ready,
at
SEABURY'S
240 Thames
March 18

FOR MEN AND BOYS WEAR.
just received by
LANGLEY'S FURNISHING
104 & 106 Thames Cor. Mary St.

Spring Goods.
FOR
MEN AND BOYS WEAR.
just received by
LANGLEY'S FURNISHING
104 & 106 Thames Cor. Mary St.

Phatons for Sale.
THE SUBSCRIBER offers for sale all kinds of
Photons, and other Carriages, at his man-
sion.
WM. R. THOMAS,
Long Wharf

MISCELLANEOUS.
Augustus Goffe
135, 137 & 141
Thames St.,
AGENT FOR THE SALE OF THE
BUFFALO AND BEAVER
BRAND ALPACAS.



Ladies, I ask your special attention to the celebrated
BUFFALO BRAND.
The shade of black is so decidedly superior to all
others, and the fabric so excellent, that parties who
have them once will continue buying them in pre-
ference to any other article imported.

From 37 1-2 to \$1.25 per
Yard.
READ WHAT IS SAID OF THE
Beaver Brand,
FROM THE LADIES BOOK FOR APRIL.



The silk finished, pure black Mohair, known as
the "Beaver Brand," has reached the highest rank
in favor with the ladies, who are the best judges
of its quality and merits. It is of such a silky, durable
fabric and rich texture, that it possesses and retains
the lustre and splendor of appearance which other mohair
do not.
Being finished alike on both sides, it can be re-
versed when soiled.
They are, without doubt, far superior to any goods
of the kind ever offered to the public from 75 to
\$1.50.

COME AND LOOK AT THEM.
COME AND LOOK AT OUR
POPLINS.
COME AND LOOK AT OUR
NEW GOODS.

CALICOES
FROM 10 TO 12 1-2
CENTS.
Augustus Goffe.

LUMBER
AND
Building Materials.
A very large assortment, consisting of,
Spruce Timber and Joist, Hemlock Boards,
Pine Shingles, half and quarter inch,
Spruce Flooring, Yellow Pine Plank and Floor Boards,
Black Walnut, Ash, Chestnut,
Maple, Cherry Boards and Plank,
Southern Cedar and Eastern Rived and
Sawed Cedar Shingles, Laths, Cement,
Lime, Brick, Plaster and
Plastering Hair.
At wholesale or retail, at the lowest market rates, by
FINCH, RINGS & CO.,
131 & 133 Thames St.
March 19

USE
THE BEST!
Orange Grove
BITTERS.
For Dyspepsia, Loss of Appetite, Indigestion,
Nausea, Debility, or any Disor-
der arising from a
disordered
Stomach or Bowels.

IT HAS NO EQUAL.
It is an agreeable medicine and the most pleasant
of Tonics.
THE
Orange Grove
BITTERS.
are in large Bottles of a splendid color. Free from
alcohol. Very ingredient of its compound is a
promoter of health for man, woman or child.

HEALTHGIVING,
STRENGTHENING,
and
INVIGORATING.
THEY NEVER FAIL.
For sale by
WILLIAM MASON & SON,
JULIUS SAYER,
June 4-3m

FLOUR!
NOTWITHSTANDING the great advance in
Flour, I am selling an extra quality,
FRESH GROUND,
at \$8.75 per Barrel,
with liberal discount to the trade.
John O. Peckham.
June 18

POETRY.
THE ONLY ORNAMENT.
BY FREDERICK CARY.
Even as a child too well the knew
Her lack of comeliness and grace;
So, like an unprized weed the grew,
Grudging the meanness flower its face.
Almost with tears her eyes filled,
Watching the plainest birds that went
About her home to pair and build
Their cunning nests in sweet content.
No melody was in her words;
You thought her, as the passed along,
As brown and homely as the birds
She envied, but without their song.
Sometimes she sighed to see how glad
Kind nature makes her favored child;
While all the beauty that she had
Was in her smile, nor oft she smiled.
So seasons passed her, and were gone,
She musing, with herself, and pining,
Till the vague longing that is known
To women crept into her heart.
That feeling born when fancy teems
With all that makes this life a good,
Came to her, with the unspoken dream
That bliss and trouble might be found
She would have called it joy to live
In any home, or great or small,
Could she have hoped to brighten it
For one who thought of her at all.
At night, or in some secret place,
She dared to think with tender pain
How infants love their mother's face,
And know not if 'tis fair or plain.
She longed to feel her hungry eyes
On anything her own could please;
To sing soft, loving lullabies
To children lying on her knees.
And yet, beyond the world she went,
Unminded as if she had not been;
Waiting her only ornament,
A meek and quiet soul within.
None ever knew her heart was pained,
Or that she grieved to live unloved;
They deemed her cold and self-contained;
Contented in her realm of thought!
Her patient life, when it was o'er,
Was one that all the world approved;
Some marvelled at, some pitied her,
But neither man nor woman loved.

OVER THE DUNE.
'Twas milking time, and the cows came up
From the meadows sweet with clover,
And stood in the lane, while pretty Jane
Had a quiet chat with the dairy.
Such a quiet chat that it scarcely seemed
That a single word was spoken;
While a magic spell with the night dew fell,
And the rhythm of song was unbroken.
The cattle stood at the lover's side,
Without any show of vexation,
As though impeded that five-bar rest
Was a part of their ration.
And as Jane listened to the notes that came
Night under the bars and over,
Her heart took wing like a dilly dilly,
And nestled up close to the drover.
She heard him say that his home was poor,
That he'd nothing but love to give her;
And she smiled content, as though love had spent
Every arrow he had in his quiver;
She smiled content, as the evening air
With the voices of birds were ringing;
And her lips confessed that a lowly nest
Should never prevent her loving.

TWILIGHT HOURS.
Linger, linger twilight hours,
Mild the shadows of my lower;
I would you were to my heart,
That thou from me ne'er depart,
For in thy soft and gentle ray
My darkness hours are turned to day.
Linger, linger, for in thee
I feel the bliss of memory
Stealing of my troubled mind,
Of scenes that age has left behind;
When I, a child, with friends was blest,
But now have laid them down to rest.

SOWING.
Are we sowing seeds of kindness?
Are we sowing seeds of discord?
Are they shall open into flowers?
Are we sowing seeds of honor?
Are they shall bring forth golden grain.
We shall yet reap bitter pain.
We shall yet reap bitter pain.
We shall yet reap bitter pain.
We shall yet reap bitter pain.
We shall yet reap bitter pain.
We shall yet reap bitter pain.

THE NIGHT EXPRESS.
So far as I can recollect it was but a short
time after the railroad between Sacramento
and San Francisco had been opened that I
applied for and obtained the position of en-
gineer, and was assigned to a night passen-
ger express. That portion of an engineer's
life which is passed while on duty is more
monotonous and disagreeable than people in
general consider, the burnished engine of a
first-class passenger train appearing emble-
matic of cleanliness, and the swift transi-
tion from scene to scene as it speeds along,
the very reverse of fatiguing similarity; but
such is not the case. After you go over
the route a few times the different scenical
aspects become excessively non-interesting,
and for the neat and polished appearance of
the iron horse let me inform you that it is
all on the outside. These immediate re-
marks I have been led to make on account
of an episode that occurred during one of
my trips, which interrupted the monotony
of duty and served to bind me closer to my
profession; by affording a prospect of sat-
isfying that innate love of adventure which
in me, I confess, has ever been inherent to a
remarkable degree, and the cause of my nev-
er settling down to one thing for a pro-
longed period.

It was a very dark night; the express
was bounding along beautifully. Bob
Lumpleke was stirring up the roaring fire,
with the furnace door swung open and the
red blaze streaming its reflection over his
face and shoulders, when suddenly he stop-
ped and pointed backward accompanied with
a puzzled glance at me. Looking back,
I saw the figure of a man coming over the
coal in the tender and directly he was in
the caboose. It was against the regulations
for employees to ride in an engine, and I
was about to impart this piece of informa-
tion to the new comer when, as if antici-
pating the object, he handed me a small
slip of paper, with a slight smile on a thin
pair of lips, of polite triumph, and took
seat on a stool chest immediately beneath the
window.

It was a note from the conductor, assign-
ing no reason, merely requesting that the
bearer be allowed to ride on the engine as
far as San Francisco. It was subscribed
with the conductor's signature, of which I
had no means of ascertaining the genuineness,
as on all previous occasions of this
purpose I had been instructed verbally.
Signifying to him that it was sufficient war-
rant engaged in the various details of run-
ning the train, and almost forgot there was
anybody besides the fireman and myself in
the caboose until Bob Lumpleke called me
to assist in extricating some coal too firmly
wedged in the bunk to be managed by his
strength alone. Seeing the gauges and
valves were properly set, I stepped back
into the tender, and in a couple of minutes
the huge black lumps yielded to our com-
bined efforts, and a sufficiency of fuel was
loosened to last for some miles to come.

Before I had joined strength with the
fireman for the purpose described, I had
opened the throttle valve, which controls
the motion of the train, considerably wider
than usual, as the portion of road we were
beginning to go over presented a steep grade
which necessarily required a greater amount
of steam to surmount than the other more
level sections. When I returned into the
caboose this grade had been nearly passed
over, and laying hold of the throttle lever,
I gave it the usual quick pull to reduce
the supply of steam, when to my surprise and
alarm it refused to work. On closer examina-
tion I discovered that the nut fixed to the
bolt head, holding the lever in the grooves,
had by some unaccountable agency been screwed down so
firmly that the edges sank deeply into the
bars forming the grooves, and held the
valve in an almost immovable vice.

I saw it was no use endeavoring to work
it by manual exertion, so I turned to the
tool-chest whereon the passenger was sit-
ting, and then as I saw him flashed upon
my brain that this personage might be at
the bottom of this mysterious interference.
However he assented with great ver-
bosity that he was utterly ignorant and in-
capable of such an impudent, that by-the-
way, he had heard a peculiar snap or noise
about the machinery just prior to the dis-
covery of the disarrangement, and probably
it was then that it had taken place, and was
giving a great many other suppositions and
probabilities when I abruptly cut him short
by not very gently pushing him off the
cushioned chest lid and proceeding quickly
to get out the wrench to mend the difficulty
at once, for now we began to get on the
two-mile down grade. Every minute the
train was increasing a dangerous velocity.

The passenger in his zeal to obliterate
all suspicion of his bad intentions became
extremely officious, searching for the
required instrument with agile manipulation
of his quick fingers.
Suddenly, with an exclamation of "Here
it is," he brought forth the wrench, and in
the act of handing it to me tripped with
his foot against the corner of the chest; his
hand collided with the sill of the caboose
window, and the wrench flew from his
grasp out upon the road, and in a second
was a hundred feet behind us. The train
was going down the heavy gradient at a
terrific rate.

It looked as if he had thrown it out in-
tentionally, and in my rage at such dan-
gerously conduct I grasped the man by the
throat and threw him on the iron floor of
the speeding, roaring engine; but just then
I heard a rattling, sharp noise back toward

the train, and looking back as I relieved
the seemingly scared passenger, I saw through
the glass of the first car door the conductor
gesticulating wildly and looking toward the
engine. It seemed he was struggling to
open the door, which refusing to yield, he
burst the glass window, and shouted some-
thing of which the only intelligible sounds
were "What's wrong? Speed!" But the
noise of the train rattling over the ringing
rails drowned everything, as it went head-
long through the dark night.

Yes, we were tearing along at a perilous
speed, with God knows how many helpless
women and children among the passengers
in the dashing, whirling train. The steam
could not be cut off because of that suspi-
cious rascal's criminal and very probably de-
signed awkwardness in dropping the wrench,
the only instrument in the tool chest that
could release those firmly wedged grooves
which held the valve that constituted the
keystone, as it were, whereon the arch of
the train's safety depended.

I was so enraged and excited at the situ-
ation and responsibility that rested upon
me, and at the passenger's probable and un-
accountable villainy, that I turned to him
and shouted some menacing threat in his
hear; I believe it was something about
throwing him out of the window. He
turned ashy pale, stepped back into the
tender, with his white hand thrust behind
his back suspiciously, as if he feared an
immediate execution of the threat.

But the fireman, pale, too, from alarm,
intimated that we were nearing a station,
and withdrew my attention from the fright-
ened stranger. I set the whistle in opera-
tion, and like a cannon chain-shot the train
darted past the station, and by the lamps
throwing their bright glare upon the crowd-
ed platform we saw the astonished and
anxious faces but for an instant we van-
ished again, in "our headlong, whistling
course, into the darkness which was lit up
for more instants as the headlight of the
locomotive flashed along the gleaming rails.

The passenger now came back into the
caboose, saying something which I did not
hear, and sat down on his old place on the
tool chest. I was cudgeling my brain vig-
orously to hit upon a plan by which extri-
cation from the predicament might be ac-
complished, and knowing that if he were
anywise culpable in regard to the mysteri-
ous cause of the accident to the valve, and
the consequent and now imminent danger,
he could not elude our surveillance so long
as the train kept at its present speed. I
paid no attention to the suspicious passen-
ger, but let him sit, with his pale face look-
ing a little too unconcernedly, I thought,
out upon the dark, fitting night.

I tried to break the valve-bars with a
hammer, but with no success. Looking at
the tank I found we had water sufficient to
supply the boiler for twenty miles, and
fuel for the same temporal length, engine
supplies on this road being considerably
greater than on others, on account of large
districts on the road being entirely devoid
of everything especially necessary to the
working of a locomotive. That is, we
could keep on the same speed twenty miles,
and San Francisco was thirty, but the
nearest station to that city was fifteen miles,
therefore we would come to a stop five
miles before the station, and then this side
of the capital, which it would be extremely
inadvisable to do, as the country there-
abouts was thinly settled, and could afford
no accommodation to the great number of
the gentler sex, young and old, which I
knew to be on the train. Moreover, the
only way to stop the train was to rake out
the fire; but then we might come to a stop
at any unexpected moment, either on a
bridge, which at this present time was not
built to support a permanent weight, such
as a train of ten cars, but lightest weight
train, capable only of safely resisting a momentary
pressure, or in a dark, damp tunnel, of
which several existed in the road ahead,
and where the passengers, aroused by the
sudden stoppage, would most assuredly
crowd out, and be exposed to terrible on-
slaught by any one of the three down
expresses, which I knew were yet to pass
us.

Thus in my perplexity I remained,
wondering how this strange affair would
turn out, when, as is generally the case
when we are placed in straits, a felicitous
idea struck me, and I proceeded to carry it
out without delay in the least.

It was this: Two stations more to be
passed; at the first I would throw out a
written direction, as follows: "

THE
NEWPORT MERCURY
NEWPORT R.I.
Nov. 9, 1867
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